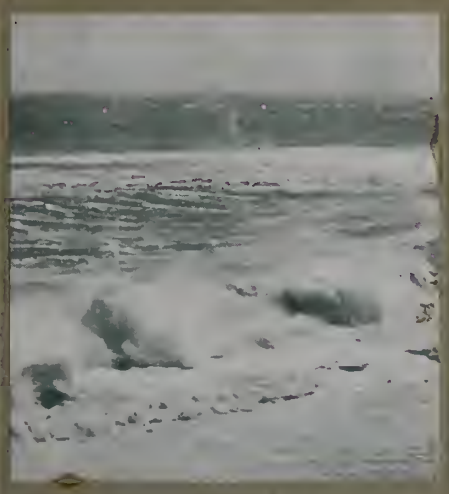
THE IMPROVEMENT OF CONEY ISLAND, ROCKAWAY AND SOUTH BEACHES



DEPARTMENT OF PARKS
CITY OF NEW YORK

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THE IMPROVEMENT

OF

CONEY ISLAND, ROCKAWAY

AND

SOUTH BEACHES

DEPARTMENT OF PARKS
CITY OF NEW YORK

November 30, 1937

OYL11635 BOX 71



ROCKAWAY BEACH

ROBERT MOSES
COMMISSIONER

THE CITY OF NEW YORK
DEPARTMENT OF PARKS

ALLYN R. JENNINGS
GENERAL SUPERINTENDENT
WILLIAM H. LATHAM
PARK ENGINEER
GEORGE E. SPARGO
ASSISTANT TO THE COMMISSIONER
WILLIAM R. C. WOOD
SENIOR PARK DIRECTOR
JAMES A. SHERRY
CHIEF CLERK

Hon. Fiorello H. LaGuardia
Mayor of the City of New York
City Hall, New York, N. Y.

November 30, 1937

Dear Sir:

In a recent opinion on the redistribution of functions under the new City Charter, the Corporation Counsel has ruled that the beaches and boardwalks at Coney Island, Rockaway and South Beach, Staten Island, now under the jurisdiction of the respective Borough Presidents of Brooklyn, Queens and Richmond, are transferred to the Department of Parks on January 1st, 1938.

At the present time the Park Department has a small park area at Coney Island known as Seaside Park including the old Dreamland parking field, which has been converted into a playground. All the rest of the beach and the entire boardwalk have been under the control of the Borough President of Brooklyn. At Rockaway, the Park Department has had jurisdiction over Jacob Riis Park and the Marine Parkway, and also over a comparatively small section of the beach and boardwalk between Beach 126th Street and Beach 110th Street. At South Beach the Park Department has had no responsibility, the park beaches being located to the southwest at Great Kills and Wolfe's Pond.

The transfer of the Borough Presidents' beaches to the Park Department will bring with it heavy responsibilities, because these beaches and boardwalks were never properly planned, and cannot under present conditions be properly maintained and operated.

The history of the beach at Coney Island is a sad commentary on the lack of foresight of the citizens of some of the communities now making up the City of New York. The lands and lands under water originally belonged to the old town of Gravesend, and they were sold off about the year 1878, and almost always on the basis of some deal with private interests, and always at a preposterously low price. After these immensely valuable and indispensable community assets had been virtually given away, transportation improved, summer colonies sprang up, and an all-year-round population followed. Later the public had to buy back or condemn at fabulous expense a small and restricted part of what it should never have given away.

A review of the history of acquisition of land by the city, and construction of improvements in Coney Island, indicates that the public authorities were actuated more by a desire to please the large property owners than to provide proper accommodations for the public. The boardwalk was constructed too near the water without providing any play areas on the north side. The intensive use of the private play areas at Brighton Beach and the park area west of the Municipal Bathhouse shows the need for more space dedicated to play. When sand was pumped in to increase the width of the beach, instead of obtaining good white material, the contractor was allowed to deposit brown sand on the beach. Streets were cut through which dead-ended at the boardwalk, and which are no good as traffic arteries and are not proper parking spaces. The zoning ordinance was adapted to the wishes of the property owners rather than to the requirements of the public welfare. For years Coney Island was known principally as an artificial

amusement center, but of late years the mechanical amusement business has been gradually decreasing. Bathing establishments also have been subject to this trend.

From the point of view of responsible real estate owners, bank and other lending institutions, corporations rendering essential services, substantial business people with a continuing year-round stake in the community, not to speak of the city's financial and tax-collecting agencies, the decline of actual as distinguished from assessed valuations of property, and other unmistakable signs of decay, are becoming more and more disquieting. There is always a tendency in such situations to deny or evade the facts; to attempt to block or bluster it through; or to blame everything on the depression, and assume that generally improved conditions will be reflected at the beaches. The absentee landlord, of course, cares nothing about the health of his community, but is only concerned with getting a return on his investment, and he has done irreparable damage in recent years by destroying natural advantages for quick and easy returns. The blindness of responsible local people and institutions is much harder to explain. The city has contributed its part to the breakdown by pyramiding assessments to preposterous heights, thus making it difficult, if not impossible, to make proper adjustments as the gap between fictitious and real values becomes broader and more menacing. Similarly, it has been more and more difficult for the city to enforce proper standards for sanitation, health, housing, fire, policing, transportation and traffic, because the enforcement of such standards would make it even more difficult for owners to make their property pay, and to avoid tax liens. As this and other resorts like it run down, the newer and better-run beaches like Jacob Riis Park, Orchard Beach, the state and county beaches in the suburbs, and the better-run private beaches, have drawn away from the older resorts like Coney Island and Rockaway, many of the old patrons who could afford to go elsewhere, and who prefer less crowded, more orderly, and better planned shore resorts.

There is no use bemoaning the end of the old Coney Island fabled in song and story. The important thing is not to proceed in the mistaken belief that it can be revived. There must be a new and very different resort established in its place. The same applies to Rockaway Beach and to South Beach. The value of these beaches and boardwalks is still incalculable, and can be increased rather than diminished by forthright and intelligent action. There must be more land in public ownership, less overcrowding, stricter enforcement of ordinances and rules, better transportation and traffic arrangement, less mechanical noise-making and amusement devices and side shows, and a more orderly growth of year-round residents, and an increasing respect for permanent, as distinguished from temporary values. All this can be brought about only by the close cooperation of city officials and responsible local groups and interests. This will not be accomplished overnight, but only over a period of several years. Public money alone will not do it, and there will have to be public sacrifices on the part of private interests looking to long-range rather than to immediate results.

Any future plan for Coney Island must be based on the supposition that most of the summer patrons will come by rapid transit; that they will have comparatively little money to spend on mechanical amusements, and that more and more they will come for exercise and healthy outdoor recreation.

At Rockaway the entire westerly end of the peninsula was at one time owned by the State of New York, but through the bungling of public officials, private interests managed to tie the property up in litigation and finally obtained an act of the legislature settling the litigation in their favor for $20,000. Later the State paid over $2,000,000 for the acquisition of the land conveyed to the United States, which is now maintained by the Federal Government as Fort Tilden, and which was only a part of what the State had formerly owned. When plans were made for the city to acquire the beach at Rockaway extending from Jacob Riis Park to the Nassau County line, private owners had sustained such losses by encroachments caused by ocean storms, and values were so reduced, that estimates were made that the whole acquisition would cost the city $1,250,000. When the condemnation awards were made they amounted

to $16,000,000. On appeal these were reduced to about $12,000,000, but in the meantime the interest had accumulated so that the cost to the city was still close to $16,000,000.

The Town of Hempstead at the beginning of this century, by votes of the people, conveyed to real estate operators the whole of Long Beach for about $225,000. The same thing would probably have happened at Jones Beach if the Long Island State Park Commission had not come along with a plan for developing this under public auspices.

Excepting Jones Beach, and a few other well-planned shore developments, the history of public beaches here and elsewhere on the Atlantic seaboard has followed the same unfortunate pattern. Instead of obtaining an adequate amount of beach and setting the boardwalk well back of the high water mark and controlling all frontage on it, the municipality acquired only a narrow shoestring of sand, put the boardwalk on top of high water, and permitted the entire frontage on the outside of the boardwalk to be in private hands. The boardwalks were almost always placed so close to the ocean that no adequate space was left for bathing, making it necessary to build expensive jetties to protect what little beach remained. Not only did a most uneven development spring up adjacent to the boardwalk, but buildings were so constructed that there were entrances to stores and restaurants under the boardwalk. Little, if any, attention was paid to fire hazards or health rules. Shacks of all kinds were built just back of the boardwalk for summer use, some of them nothing more or less than tent colonies. Amusement and catch-penny devices of all kinds were installed adjacent to the boardwalk. For a time some of these beaches flourished. Then they began to go downhill, and the more substantial buildings and enterprises suffered along with the poorer ones.

I have given most careful study to the three beaches now being transferred to the Park Department. The drastic changes which would be required to bring about a real reconstruction of Coney Island on sound planning principles, have been found too expensive to carry out. The sums required to wipe out all the frontage on the boardwalk, move it back, and provide adequate play and parking spaces and municipal bathhouses, is simply beyond the means of the city at this time, and I have not been able to discover any basis on which an Authority could be set up for Coney Island to issue bonds on anything approaching a self-liquidating basis. The plan proposed for Coney Island is a modest one, which can meet only the most urgent needs of the situation.

At Rockaway, the cost of solving the beach, boardwalk, parkway, highway, bridge access and parking problems is not nearly so high, and while a complete solution on anything approaching a sound business basis is impossible at this time, a compromise can, I believe, be worked out which will go a long way toward producing a satisfactory and orderly development for both local people and visitors.

At South Beach, Staten Island, there is still an opportunity to clean up the entire problem, wipe out undesirable private ownership back of the boardwalk, establish adequate highway approaches and parking fields, and provide for future bathhouse and recreational developments, all of which should have been done before the boardwalk was built.

The Coney Island plan involves straight city expenditures. The only substantial financial return will be from parking charges. The same thing applies to South Beach. The Rockaway plan, on the other hand, will require both city money and additional funds from the sale of revenue bonds.

In the following pages the three plans are outlined.

CONEY ISLAND

The most serious problems at Coney Island are overcrowding at the public beach, inadequate play areas, and lack of parking space.

Between Stillwell Avenue and Ocean Parkway the boardwalk is so close to the ocean that practically no beach remains at high tide, and comparatively little at low tide. Here it is proposed to acquire land ranging up to a depth of 400 feet of frontage north of the boardwalk, to move the boardwalk back a

maximum of 300 feet, to retain about 100 feet north of the boardwalk for games and protection, and to widen the beach with new fill. Exhibits attached hereto show what is proposed to be done. If this plan is carried out, this most congested portion of the beach will be more than doubled in area. The new beach supplied will amount to about 15% of the total beach at Coney Island, and will afford accommodations for thousands of people, and the present congestion will be greatly relieved.

As to the area east of the Municipal Bathhouse, it is proposed to develop it in the same way as the playground to the west. As to parking, it is proposed to acquire ten acres for a parking field north of Surf Avenue at some location not involving frontage on the main highway, but accessible to main streets. This parking field will bring a substantial return to the city, and will help pay the cost of the operation of the beach. It is possible that this parking space may in part be provided by cooperating with the Board of Transportation, which has planned a station for the city-owned subway at Coney Island.

The above plan offers some solution of the bad conditions prevailing today at this beach. If anything is really to be accomplished, a strict enforcement of police, building, fire and health regulations on the beach and adjacent areas must be provided.

The estimated cost of the land taking above outlined is $2,850,000 and for parking spaces about $1,000,000 the cost of demolishing the old buildings on this property, relocating the boardwalk, providing recreation areas, and improving the jetties and the beach is $1,500,000.

ROCKAWAY BEACH

The most serious problems at Rockaway Beach are lack of sufficient traffic arteries, lack of parking spaces, and the necessity for widening the beach area and protecting it from erosion. The present dilapidated buildings adjoining the boardwalk, and the crowded old frame tenements and rooming houses on the streets leading to the boardwalk, are a fire and health menace. Street congestion is so bad at times that fire apparatus answering alarms is brought to a standstill.

On many occasions during the summer, thousands of cars are backed up for miles because of the bottle-necks on the Cross Bay Boulevard, the numerous crossings at grade on the Long Island Railroad along the entire Rockaway peninsula, and the lack of adequate east and west highway accommodations.

The plan at Rockaway Beach calls for a widening of the bridge over Beach Channel on the Cross Bay Boulevard, and the elevation of the Long Island Railroad so as to eliminate all grade crossings. A plaza is proposed connecting the Cross Bay Boulevard with the boardwalk, and a new east and west artery along the north side of the boardwalk from Beach 109th Street to Beach 73rd Street. This calls for an acquisition of land adjacent to the boardwalk to a depth of 200 feet, 100 feet of which will be left for the protection of the boardwalk and the beach for game areas, and for the ultimate construction of two municipal bathhouses with adjoining parking spaces. One hundred feet will be used for a marginal boulevard with two roadways separated by a center panel, and with a sidewalk on the north.

Despite the jetties all along the beach, erosion has occurred, and ultimately the beach will have to be increased in area by building longer jetties and pumping in fill. The city has just let a contract for rebuilding the jetties between Beach 80th and Beach 60th Streets, which will take care of the worst area for the present.

It is proposed to expedite the elimination of grade crossings on the railroad line through the Rockaways by obtaining for this purpose 100 per cent State funds by an amendment to the Constitution to be proposed at the Constitutional Convention next summer. This amendment will eliminate the railroad and city's contribution and will facilitate the acquisition of the line by the city. It is also proposed to acquire parking fields at appropriate distances east and west of Cross Bay Boulevard to accommodate a total of about 2,000 cars, and to provide for parking cars under the entire elevated structure.

It is estimated that by placing a toll on the Cross Bay Boulevard sufficient moneys can be obtained to

finance a substantial part of these improvements.This is predicated on the assumption that it will be difficult to obtain moneys for the widening of Cross Bay Boulevard and the construction of the traffic plaza in any other way. Marine Parkway Authority is collecting tolls on the bridge from Flatbush Avenue to Jacob Riis Park to pay interest and amortize a loan of $6,000,000 used to construct the bridge and incidental improvements. It is estimated that by extending the powers of the Authority and authorizing it to collect tolls at the reconstructed Beach Channel Bridge on Cross Bay Boulevard, its bond issue may be increased sufficiently to provide the funds to widen Cross Bay Boulevard Bridge, and to construct the other improvements above-mentioned. It may also be desirable to combine the Henry Hudson Parkway Authority with the extended Marine Parkway Authority so that all three bridges and their related improvements will be covered by one bond issue.

The estimated cost of the land necessary for the plaza from Cross Bay Boulevard to the boardwalk is $750,000. The cost of the land necessary for the road bordering on the boardwalk is $3,600,000. The estimated cost of land for the parking fields recommended is $675,000. The present plan to extend Beach Channel Drive and widenings of Beach 109th and Beach 73rd Street now shown on the City Map should be expedited. The cost of constructing the widening of Cross Bay Boulevard, and eliminating the grade crossing at its southerly end is $2,500,000. The cost of reconstructing the plaza is $500,000, and the cost of constructing the road along the north side of the boardwalk and improving the beach is $1,500,000. It is proposed that the land cost be paid by the city, and the construction cost, $4,500,000, be provided by bond issue of an Authority, as above outlined.

The whole Rockaway peninsula should be immediately placed within the fire limits, as plans have been and will continue to be filed for the construction and reconstruction of dangerous frame structures, such as those destroyed in two recent fires. A considerable part of the area between the boardwalk and Rockaway Beach Boulevard should be rezoned for residential purposes, as there is entirely too much property zoned for business purposes. Parking and police regulations should be strictly enforced on the publicly owned areas. It will be necessary, also, to provide strict enforcement of police, fire and health regulations on the properties in private ownership.

When the city acquires the Rockaway branch of the Long Island Railroad and the fare is reduced, there can be no question but that the number of excursionists coming for the day, as well as the number of summer and all-the-year-round residents will increase greatly. The last census showed that Queens County is the second fastest growing county in the United States, and improved transit cannot fail to draw more people to the Rockaways. Street traffic and beach conditions will become intolerable unless additional roadways, parking spaces and a wider beach area are now provided.

SOUTH BEACH

As early as 1934, I protested vigorously against the development of South Beach in the interest of local real estate developers, and declined to consider the boardwalk scheme when it was proposed to me by local real estate promoters. Subsequently when the Commissioners of the Land Office at Albany asked my opinion as to the granting of state land under water for this project, I strongly advised against it. When the State granted the lands under water, I protested to at least two of the Federal Works Progress Administrators against the use of relief funds to build the boardwalk and beach under the conditions fixed by the promoters in dedicating their frontage to the city.

In communications to the Federal Administrators in 1935, I made this statement, the truth of which can be fully realized today:

> "All boardwalks of this kind have for their purposeleaving the public only a narrow and often submerged strip of sand between high and low water at the outside of the boardwalk, and permitting private owners to capitalize all the frontage on the other side by building shops, cheap hotels, restaurants, bathing pavilions, and even tent colonies. The strip of beach left to the public is always unmanageable.

It cannot be properly policed or kept clean. It is overcrowded. While some temporary real estate values may be built up and taxes collected by the city, in the end the development collapses and becomes a mess. This is the history of every beach on the south shore of Long Island up to Jones Beach. The purpose of the scheme always is to capitalize every square inch of privately-owned property on the inside of the boardwalk, and to leave the public with nothing of permanent value. In almost all cases the boardwalk is built so near the water that it, and the buildings back of it, become undermined, and then the whole undertaking can be saved only by the building of enormously expensive and ugly jetties, breakwaters and groins."

Previous to the construction of this boardwalk there had been an old boardwalk about 100 feet west of the new one. This was built on the ground level and is now in such bad repair that it is dangerous to walk upon. It is flanked on the west side by old dilapidated amusement places that constitute a fire and health menace. These buildings are, if anything in worse condition than those at Coney Island and Rockaway. Despite the protests I pressed and the conditions existing along the old boardwalk, the new one was constructed with no safeguards against another like development.

There are already striking evidences at South Beach of the prophesied deterioration through unfavorable private developments back of the boardwalk. The same uncontrolled development is about to take place adjacent to this boardwalk which bordered the old one, and which has taken place at Coney Island and Rockaway, and in a few years the expense ofgetting rid of these eyesores, nuisances and encroachments will be prohibitive. The only answer is to acquire all privately-owned property now from the boardwalk to the present Seaside Boulevard. The acquisition of this property will protect the boardwalk, provide additional beach, afford space for games, and substantial parking areas, and also for future bathhouses, and will permit the widening and reconstruction of Seaside Boulevard as a genuine 100 foot marginal roadway with separate lanes.

The extension of Seaside Boulevard in front of Fort Wadsworth should also be considered as a future development. It has been indicated that the Army would not object to a new bulkhead and drive in front of this Fort, similar to the one constructed across the way at Fort Hamilton.

All this property should be placed within the fire limits immediately, and the property on the west side of Seaside Boulevard should be rezoned for residential purposes. There is no time to be lost as the Board of Aldermen has already refused to include this area within the fire limits, and the property owners are insisting on the right to put the old type of dangerous frame-constructed amusement places adjacent to the new boardwalk.

It is estimated that the cost of the land taking to accomplish the plan above outlined is $600,000 and the cost of demolition of old buildings and necessary construction is $675,000.

The present conditions at these three beaches, and the changes proposed in this memorandum, are illustrated by maps, photographs, and drawings with appropriate captions. I believe that these illustrations will explain better than a more detailed report, just what is proposed.

After an opportunity has been afforded for public discussion of these recommendations, proposals looking toward definite action will be submitted to you and to the Board of Estimate and Apportionment, and if financing of the Rockaway improvement through the Marine Parkway Authority proves to be sound, appropriate amendments will be prepared to the Marine Parkway Authority Act.

In presenting this report I wish to acknowledge the invaluable assistance of Raymond P. McNulty, Counsel to the Long Island State Park Commission, A. K. Morgan, Consulting Engineer and former Superintendent of Jones Beach State Park, and Sidney Shapiro, Assistant Chief Engineer of the Long Island State Park Commission, as well as that of the executives and engineers of the City Park Department.

Very truly yours,

ROBERT MOSES,
Commissioner.

CONEY ISLAND



BROOKLYN





PROPOSED PLAN OF IMPROVEMENT AT CONEY ISLAND

A new wide beach extending from Stillwell Avenue to Ocean Parkway will be provided by relocating the boardwalk in a straight line as shown in the drawing. Expanded recreational areas will be established on both east and west sides of the present municipal bathhouse, the front of which will be rebuilt to accommodate the relocated boardwalk.



High water laps the boardwalk at the westerly end of the proposed improvement. This narrow beach will be widened by relocating the boardwalk to the north.

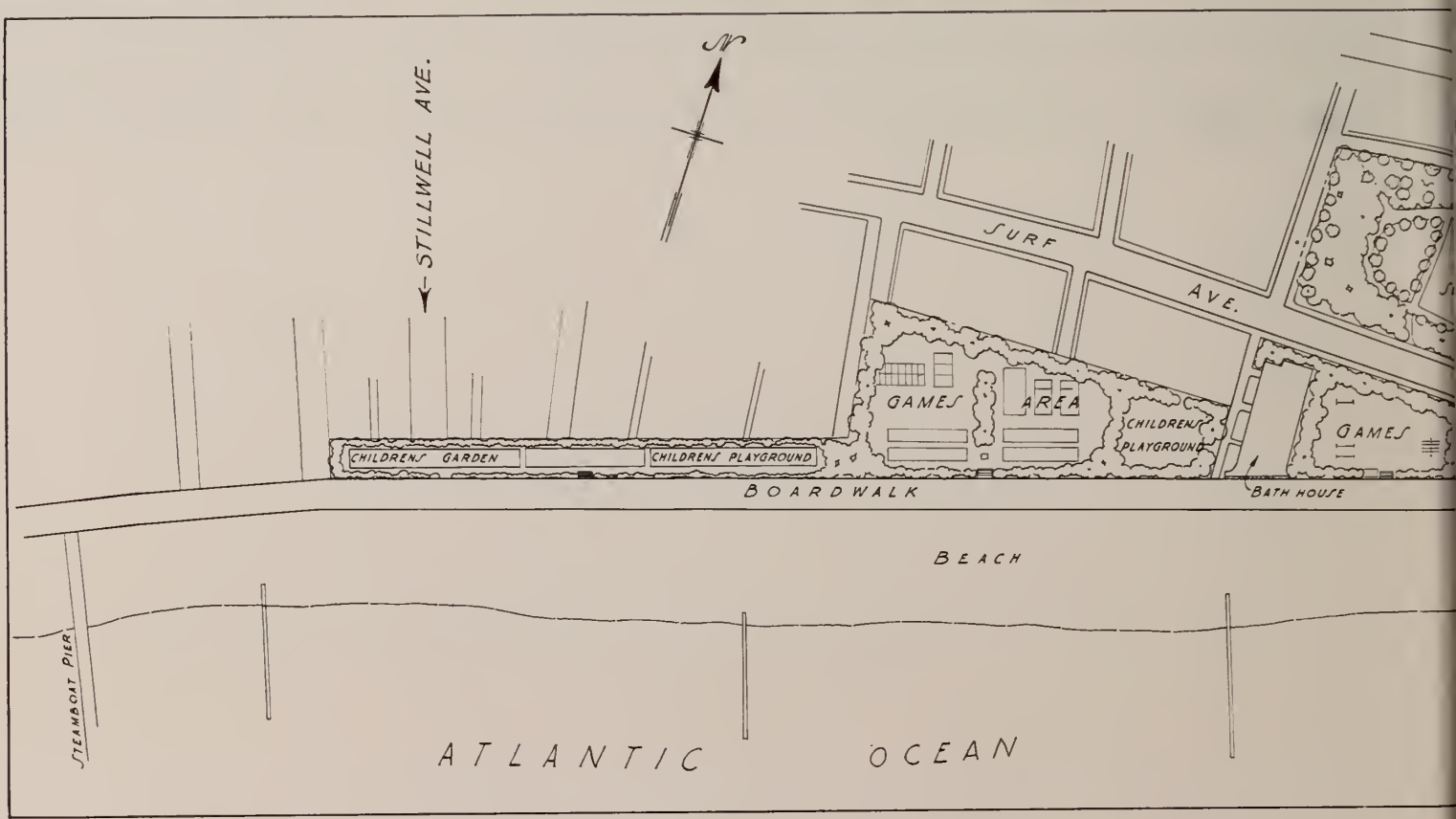


The present city recreational facilities along the boardwalk will be expanded under the proposed plan and similar facilities will be provided east of the municipal bathhouse shown in the background.

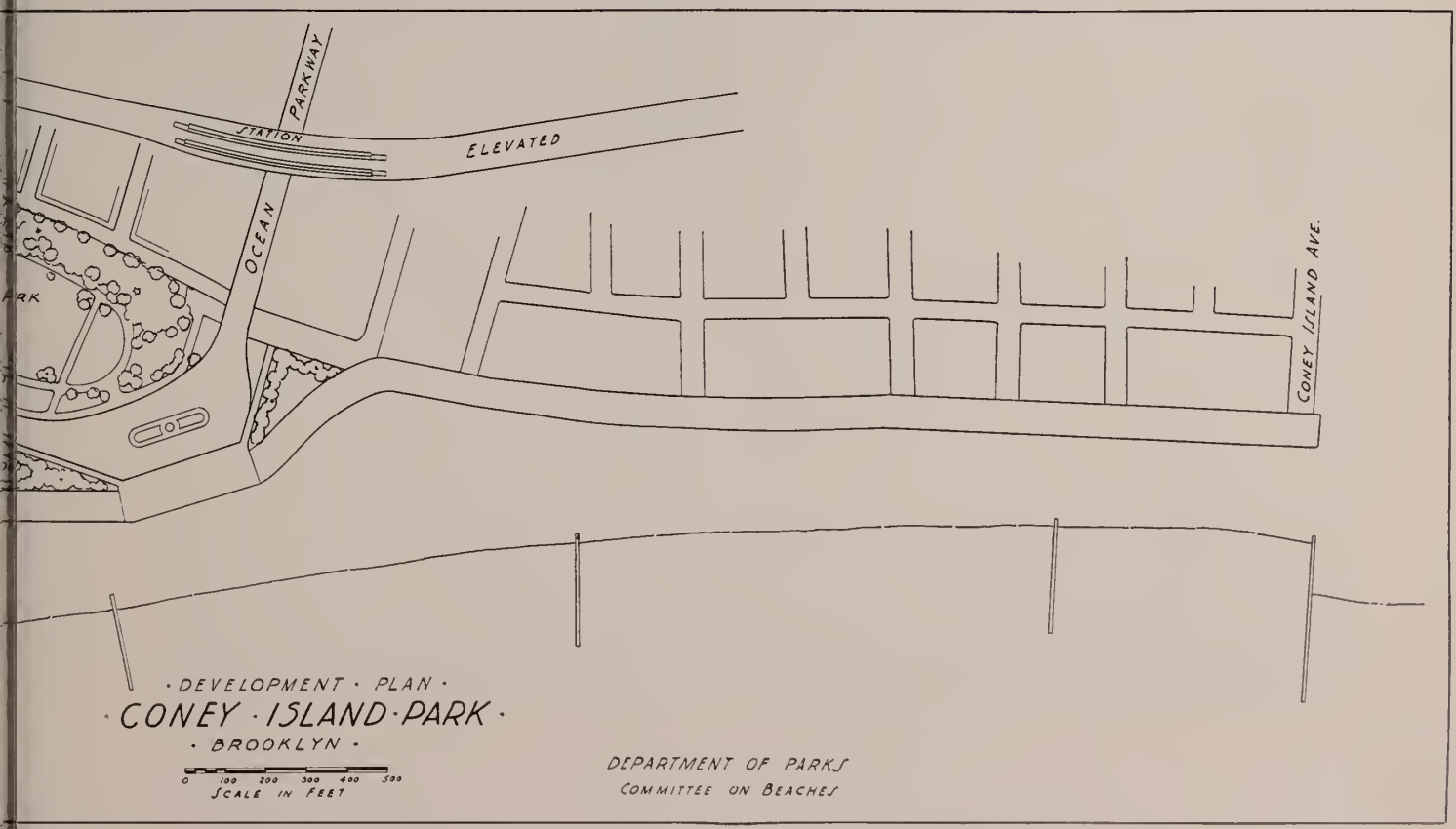


This general air view of Coney Island clearly indicates the haphazard development of the boardwalk in the past with the consequent lack of width of beach.




STILLWELL AVE.
SURF AVE.
GAMES AREA
CHILDRENS PLAYGROUND
GAMES
CHILDRENS GARDEN
CHILDRENS PLAYGROUND
BOARDWALK
BATH HOUSE
BEACH
STEAMBOAT PIER
ATLANTIC OCEAN

The air view at the left shows the beach section to be improved between Stillwell Avenue and Ocean Parkway, as indicated in the development plan below. The lost beach shown in the foreground of the air view on the left will be restored under the proposed plan.





These unsightly and unsanitary under-boardwalk refreshment stands will be eliminated.



Section of boardwalk to be relocated and improved.



Over 16,000,000 persons visit Coney Island each year during the summer season. About 9,000,000 arrive by subway and trolley, and 7,000,000 by automobile.



Erosion at Coney Island for years has been the cause of a great loss of beach. This old photograph shows the Brighton Beach Hotel, originally erected 600 feet from the water, being moved back from the eroded shore line in 1888, only ten years after its construction. The building is being moved after numerous attempts at protection from the sea have failed.



The heavy black line indicates the route of the boardwalk after relocation. A large amount of additional beach will be made available under this plan.



Congestion along Coney Island's narrow beach front, shown at left, will be considerably relieved under the proposed plan of widening the beach. This 2½ mile-long strip of beach with the boardwalk and other structures located for the most part along the edge of high water provides only 57 acres of sand beach for bathers.

An equivalent length of beach at Jones Beach State Park, shown below, with the boardwalk set back a safe distance from the surf, provides 155 acres of sand beach, with capacity for three times as many bathers.



ROCKAWAY BEACH



QUEENS

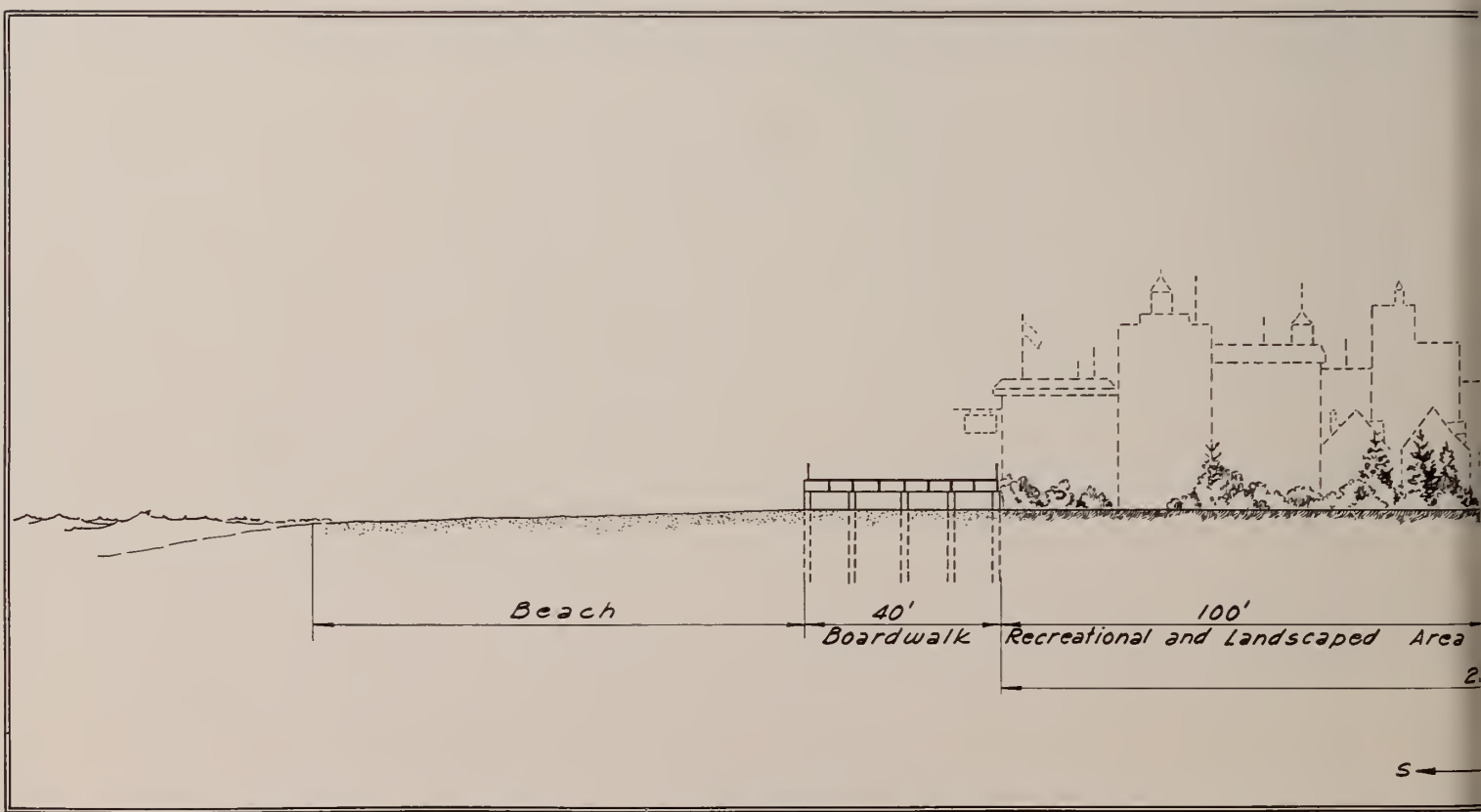




The proposed plan of improvement at Rockaway Beach includes the acquisition of land adjacent to the boardwalk to a depth of 200 feet, 100 feet of which will be used for the protection of the boardwalk and for play areas and for the ultimate construction of two municipal bathhouses with adjoining parking spaces; the remaining 100 feet will be used for a marginal boulevard. The plan also includes widening of Cross Bay Boulevard over Beach Channel with a plaza to the beach, and elevation of the Long Island Railroad tracks.

Erosion of the beach between Beach 60th Street and Beach 80th Street is being combated by repairs and extensions to jetties.

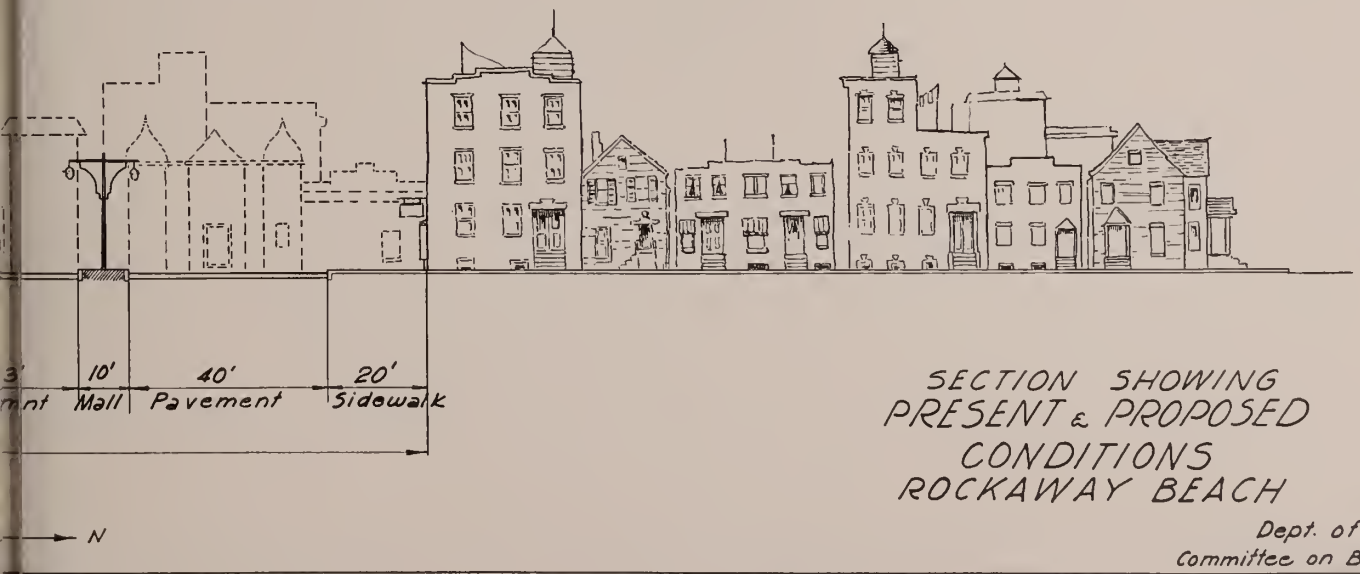




Sectional plan showing present and proposed conditions along the beach front, and back of the boardwalk.

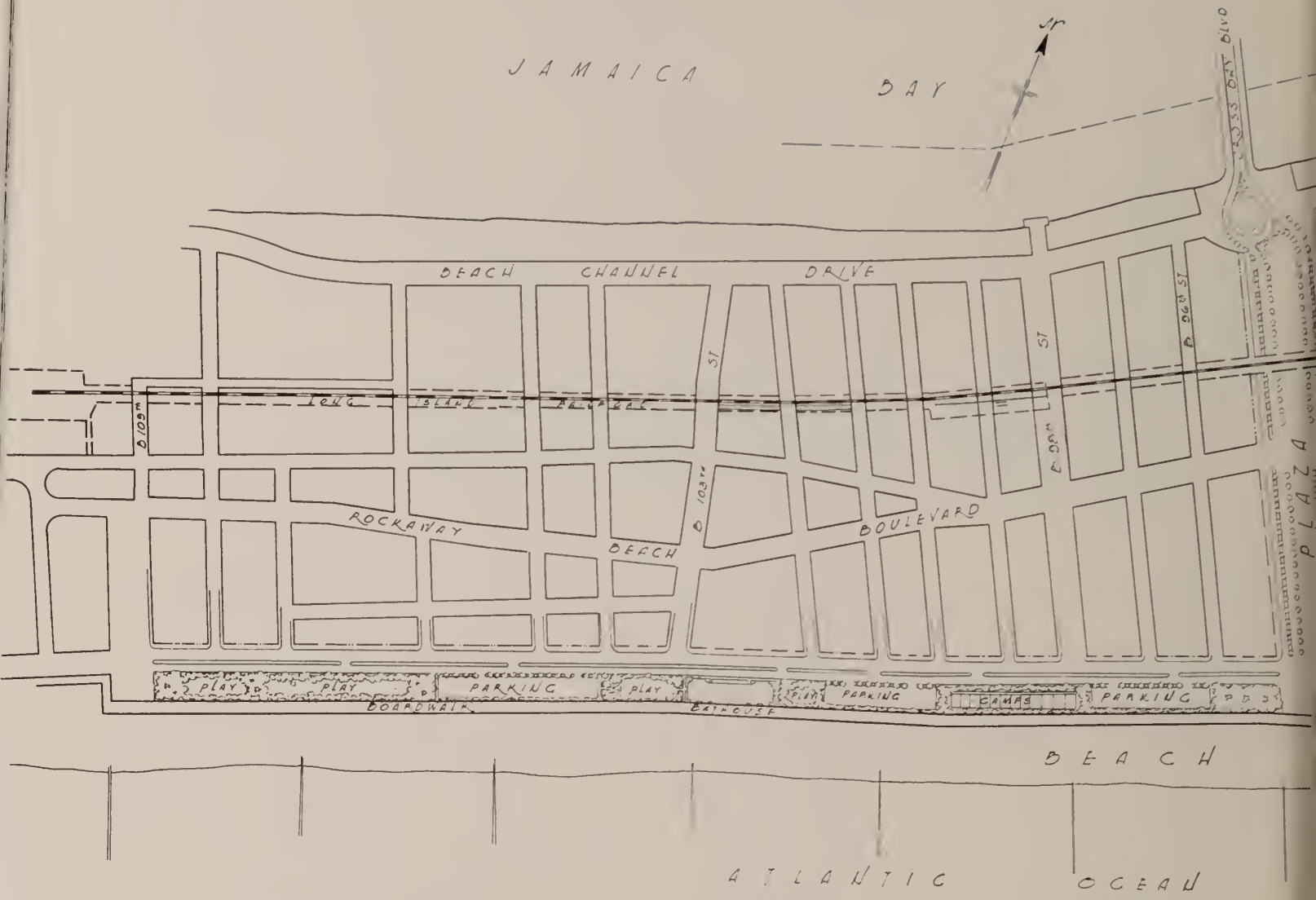


Typical signs and encroachments along the boardwalk. These will be eliminated under the plan of development.

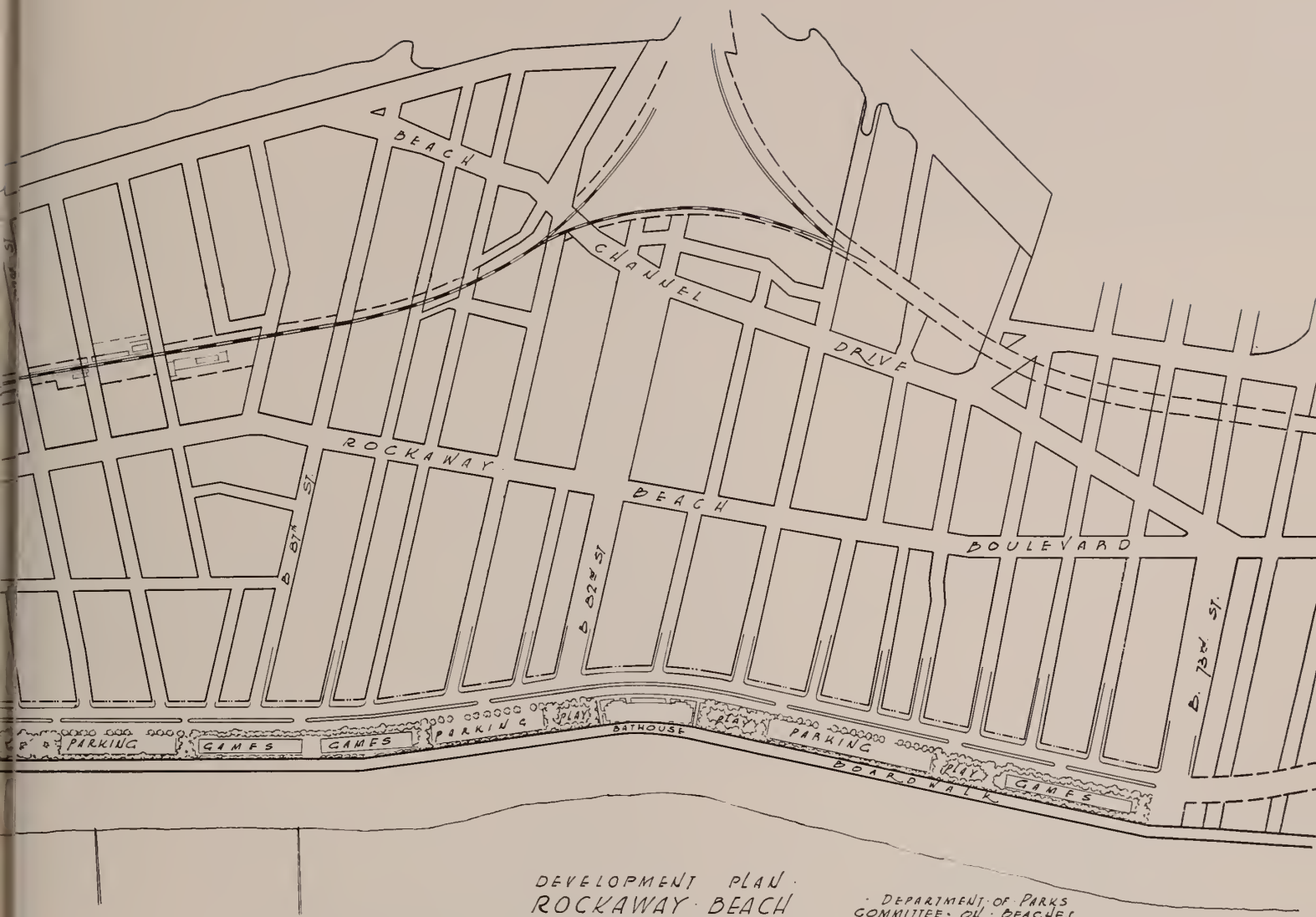


SECTION SHOWING
PRESENT & PROPOSED
CONDITIONS
ROCKAWAY BEACH

Dept. of Parks
Committee on Beaches



Development plan showing the proposed improvement between Beach 75rd Street and Beach 109th Street Marginal boulevard, recreational areas and parking spaces, with sites for future bathhouses, will be provided north of the boardwalk. The Long Island Railroad tracks will be elevated to eliminate the grade crossings, making the space under the structure available for parking.



DEVELOPMENT PLAN
ROCKAWAY BEACH
Scale in Feet
0 100 200 300 400 500

DEPARTMENT OF PARKS
COMMITTEE ON BEACHES



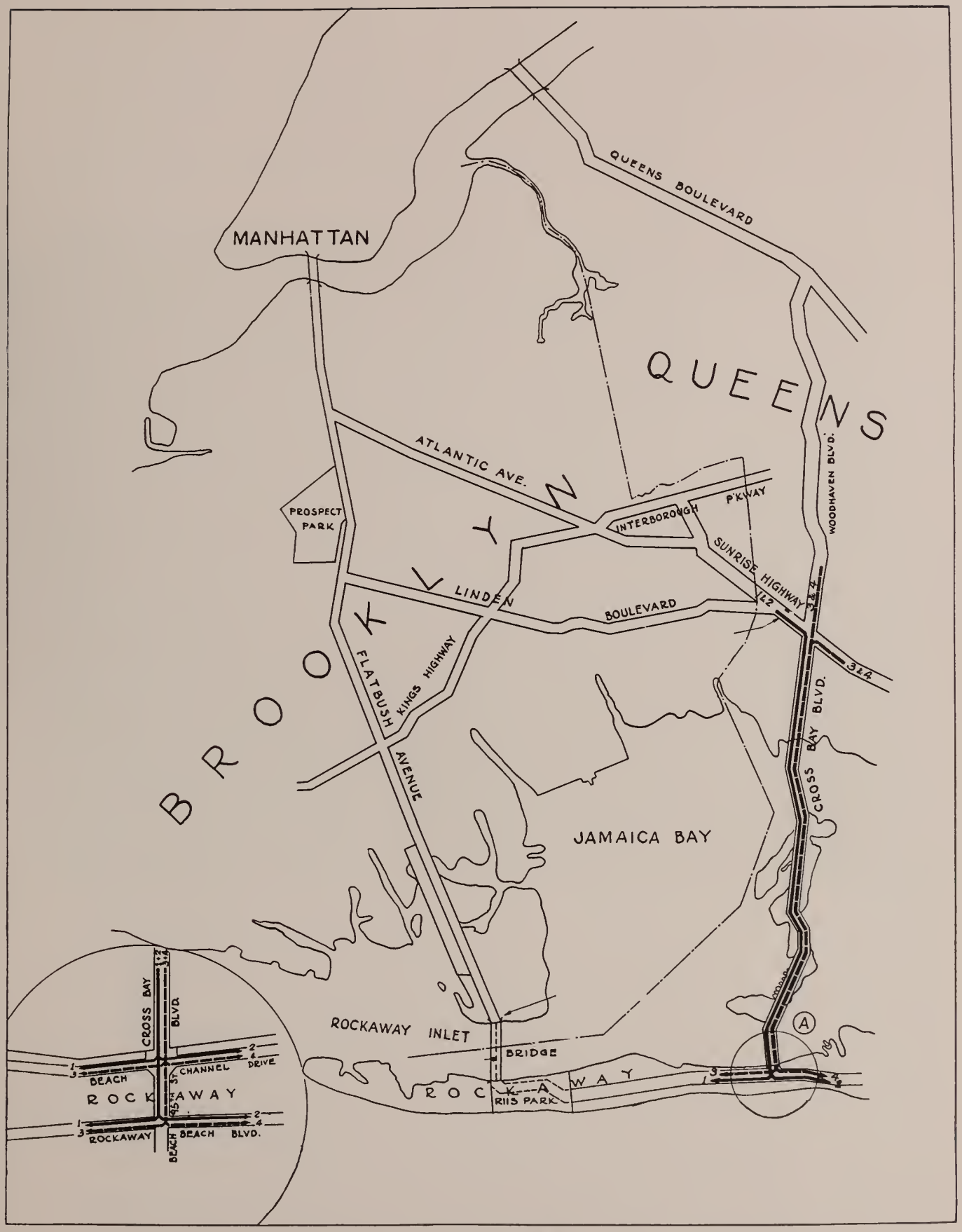
One of the many bungalow colonies



Under-boardwalk refreshment stand.



A dilapidated tent colony. In the background are bungalows and flats.



Location plan showing access to the Rockaways by way of Cross Bay Boulevard and the new Marine Parkway Bridge completed in 1957.



This air view shows the location of the proposed central plaza to connect the south end of the Cross Bay Boulevard bridge with the new marginal boulevard to be built back of the boardwalk. The entire block from bay to beach between Beach 94th Street and Beach 95th Street will be utilized for the plaza.

BEACH CHANNEL BRIDGE
CROSS BAY BOULEVARD

The present roadway over this bridge is 36 feet wide and is the cause of a serious traffic bottleneck. It is proposed to widen this structure to eliminate the congestion. Over five million cars a year use Cross Bay Boulevard traveling to and from the Rockaways.







North end of site of proposed Central Plaza extending from Cross Bay Boulevard to the boardwalk.



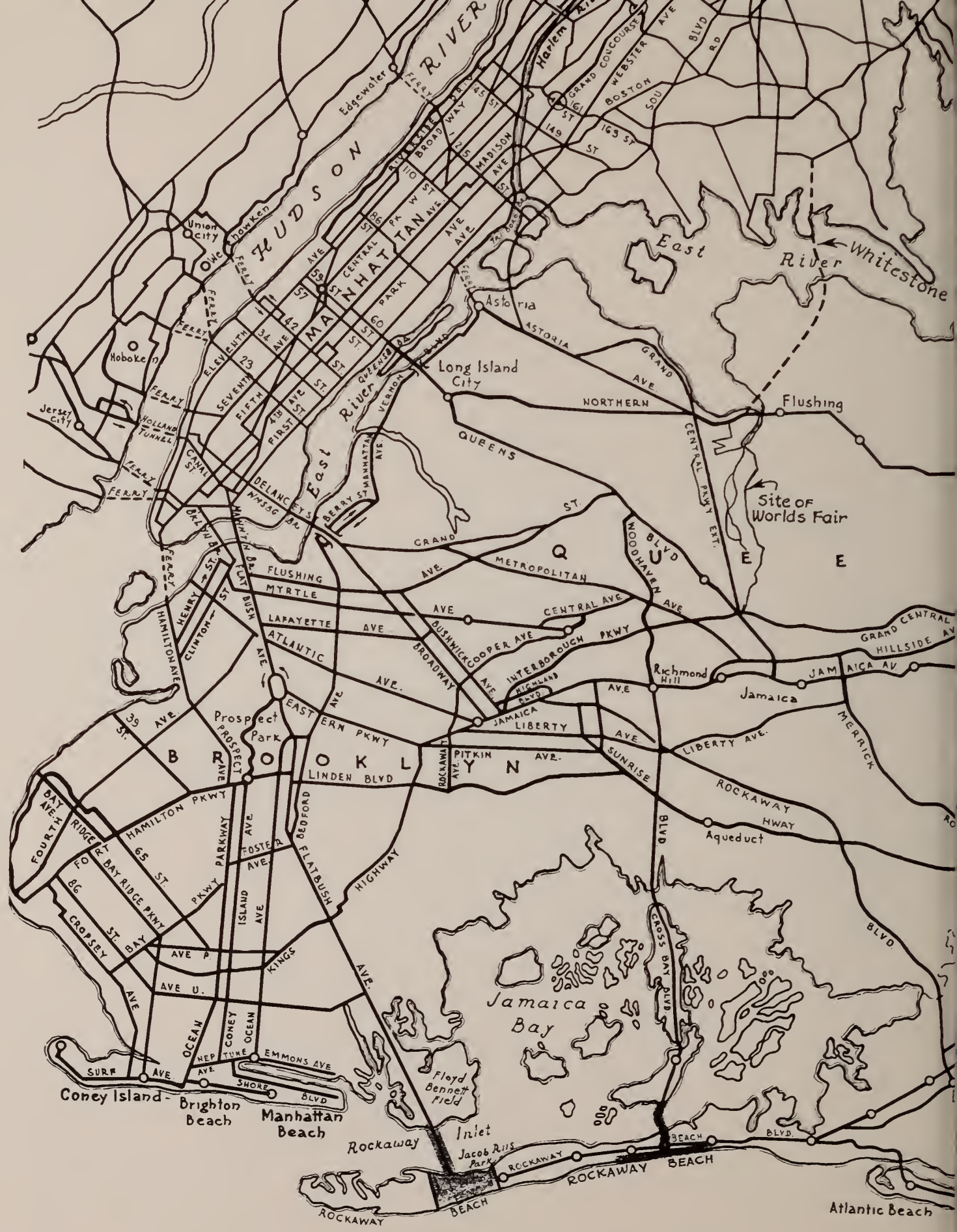
Railroad crossing at Beach Channel Drive. The rapid transit plan would provide for elevation of the tracks and provide parking space under the elevated structure.



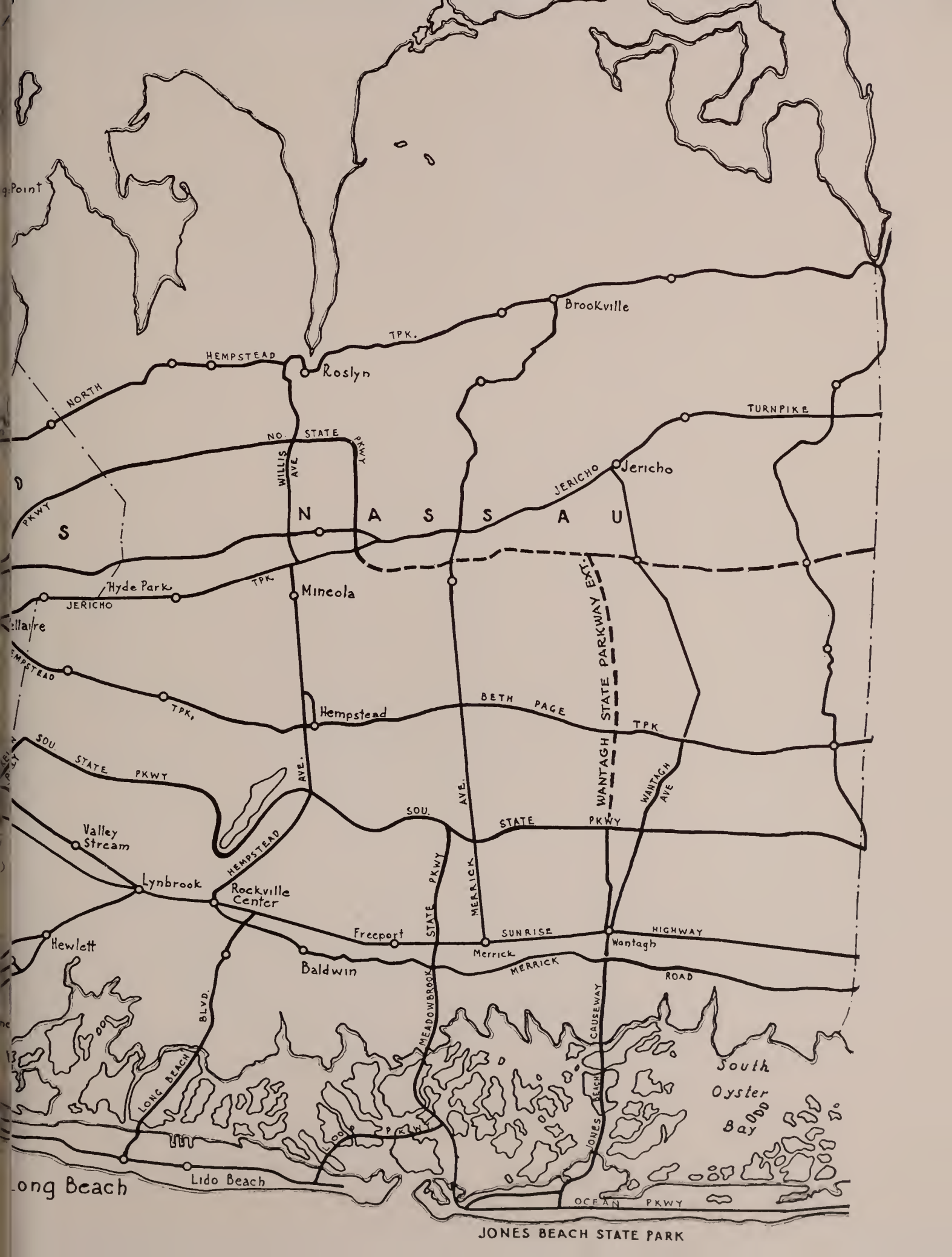
South end of site of proposed Central Plaza.

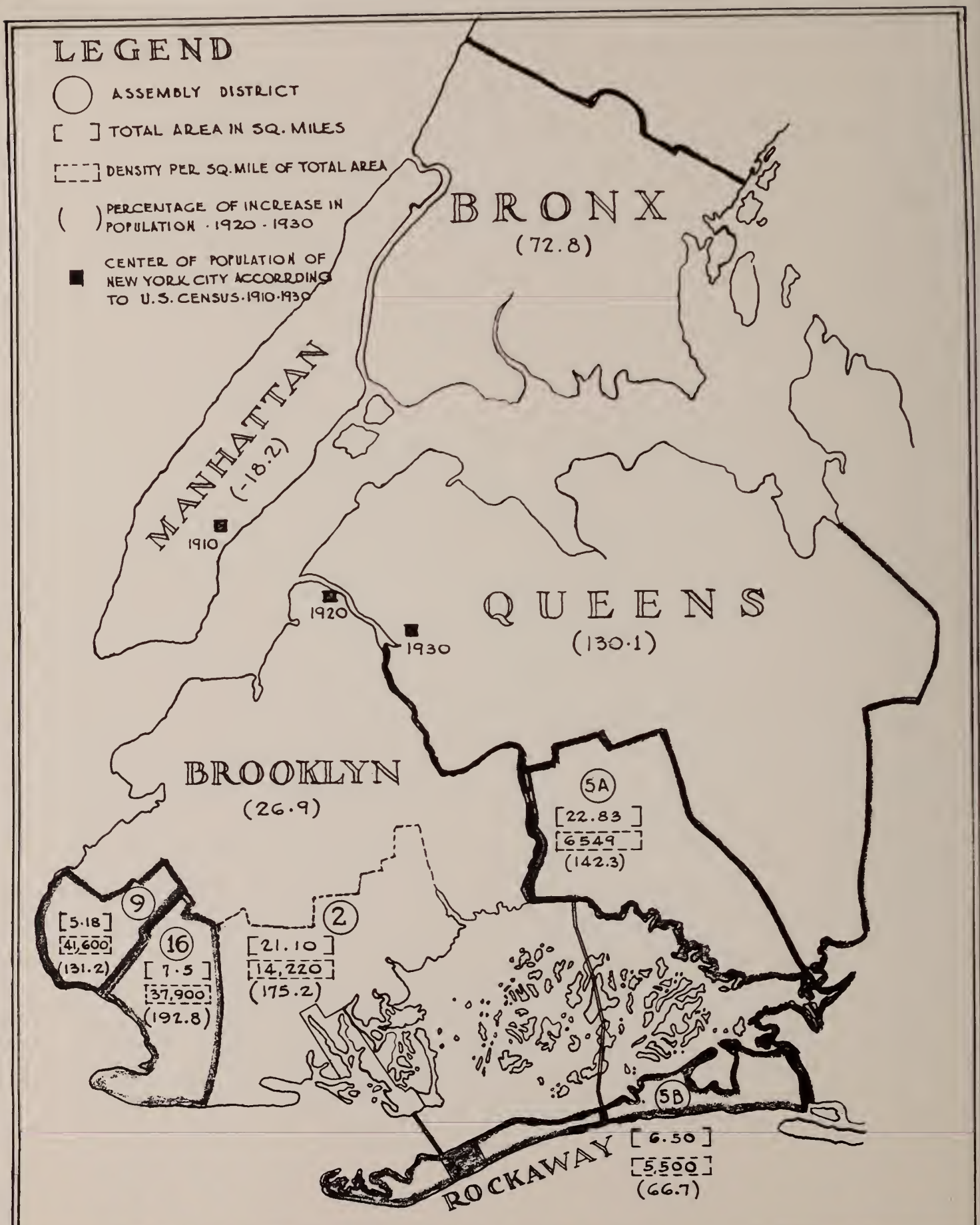


Elimination of the railroad crossings by building an elevated structure for rapid transit will provide badly needed parking space under the elevated tracks.



RELATION OF THE PROJECT TO HIGHWAY SYSTEMS


Brookville
TPK.
HEMPSTEAD
Roslyn
NORTH
TURNPIKE
NO. STATE PKWY
WILLIS AVE
JERICHO
Jericho
PKWY
N A S S A U
Hyde Park
TPK.
Mineola
JERICHO
STATE PARKWAY EXT.
Hempstead
BETH PAGE
TPK
TPK.
SOU. STATE PKWY
AVE.
SOU. STATE PKWY
WANTAGH
WANTAGH AVE
Valley Stream
HEMPSTEAD
Lynbrook
Rockville Center
STATE PKWY
MERRICK
Freeport
SUNRISE HIGHWAY
Wantagh
Merrick
Hewlett
Baldwin
MERRICK ROAD
BLVD.
MEADOWBROOK
CAUSEWAY
LONG BEACH
South Oyster Bay
JONES BEACH
Lido Beach
OCEAN PKWY
JONES BEACH STATE PARK


LEGEND
ASSEMBLY DISTRICT
[] TOTAL AREA IN SQ. MILES
[] DENSITY PER SQ. MILE OF TOTAL AREA
() PERCENTAGE OF INCREASE IN POPULATION · 1920 · 1930
CENTER OF POPULATION OF NEW YORK CITY ACCORDING TO U.S. CENSUS · 1910 · 1930
BRONX
(72.8)
MANHATTAN
(-18.2)
1910
1920
1930
QUEENS
(130.1)
BROOKLYN
(26.9)
5A
[22.83]
[6549]
(142.3)
9
[5.18]
[41,600]
(131.2)
16
[7.5]
[37,900]
(192.8)
2
[21.10]
[14,220]
(175.2)
5B
ROCKAWAY
[6.50]
[5,500]
(66.7)

SOUTH BEACH



STATEN ISLAND



PROPOSED PLAN OF IMPROVEMENT AT SOUTH BEACH, STATEN ISLAND


J. MacGilchrist
DEL.



The new beach averages 250 feet in width and consists of a reddish-brown sand.



The South Beach boardwalk is 40 feet wide and 7,000 feet long. In this view, existing buildings can be seen about 50 feet back of the boardwalk.



The north half of the beach consists of structures such as these. The old boardwalk here has been covered with asphalt.

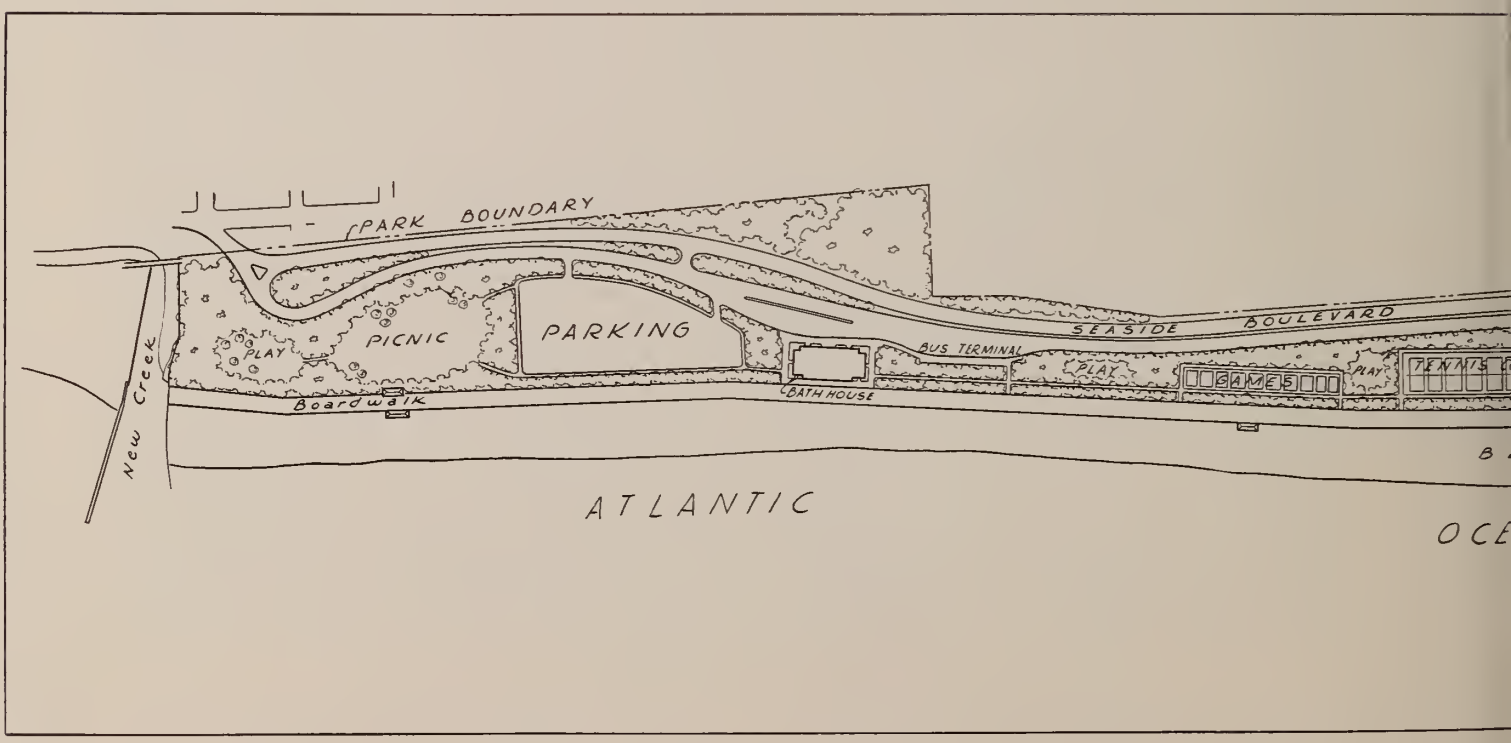


The south half of the beach is built up with small shacks shown here.

The space between the present buildings and the new boardwalk varies from 200 feet to 50 feet. This view is taken at the south end of the area looking north.

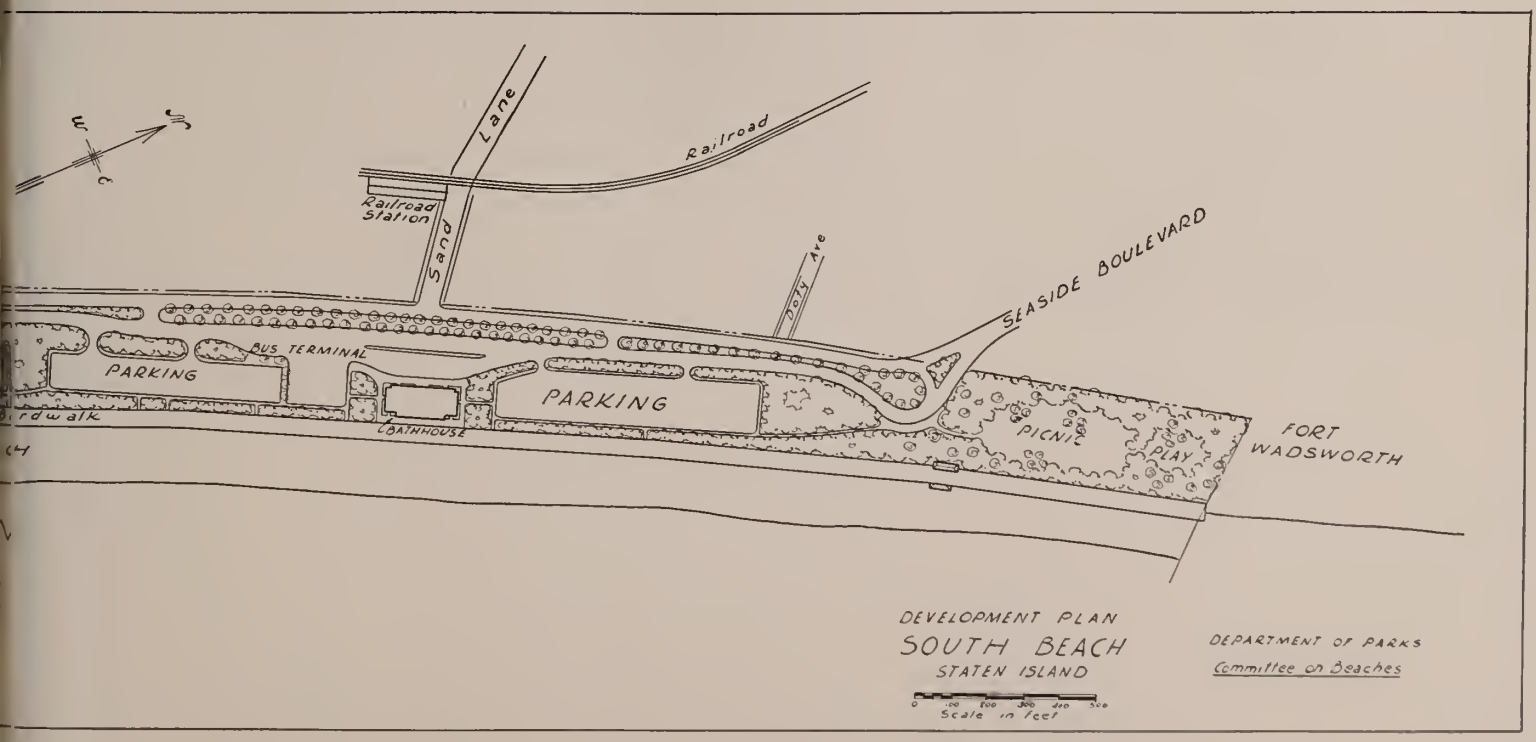


Plan of proposed development showing new Seaside Boulevard, parking spaces, play areas and sites for future bathhouses.





The north end of the old boardwalk is unsafe for pedestrian traffic. It is bordered by ramshackle business structures.





SOUTH BEACH

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